

# SR 99 Alaskan Way Viaduct and Seawall Replacement

Revised June 2004

## Scenario

Bypass Tunnel Plan



### Project Description:

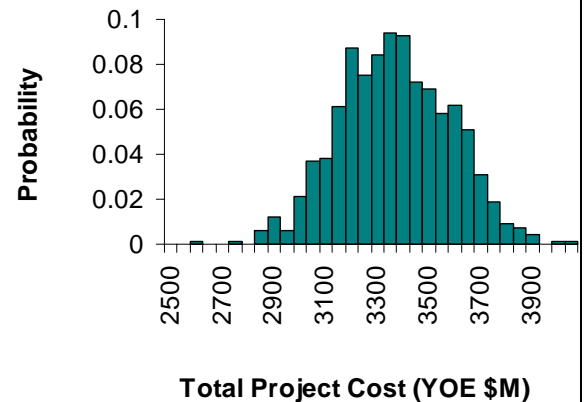
- Replaces the viaduct and seawall with a four lane bypass, cut and cover tunnel.
- Rebuilds the seawall from Pike Street to Myrtle Edwards Park.
- Downtown access provided in the south at Royal Brougham and Atlantic (SR 519), and at the north end of the Battery Street Tunnel.
- Upgrades the Battery Street Tunnel to meet fire and life safety standards.
- Access from Ballard/Interbay via new six lane (surface) Alaskan Way street.
- Widens the Mercer Street underpass north of Battery Street Tunnel.
- Moves some of the viaduct capacity to a (6 lane) widened Alaskan Way surface street.
- Provides improved pedestrian and bicycle access.

### Schedule:

Begin Construction  
Range: 2008

End Construction  
Range: 2015 - 2016

### CEVP Result:



### Project Benefits:

- Significantly reduces seismic risk for viaduct and seawall.
- Improves safety in Battery Street Tunnel through improved fire and ventilation systems.
- Improves central waterfront by building pedestrian promenade and creating bicycle trails.
- Improves storm drainage by upgrading to current requirements, which reduces storm water pollution.
- Reduces noise and visual impacts in central waterfront area.

### Project Cost Range:

**10% chance the cost < \$3.1 Billion**

**50% chance the cost < \$3.3 Billion**

**90% chance the cost < \$3.6 Billion**



### Project Risks:

- Catastrophic failure of viaduct and/or seawall occurs before replacement.
- Complex construction in a dense urban area.
- Limited number of contractors qualified and available to pursue a project this large.
- Complexity in maintaining traffic, relocating utilities, reducing impacts to businesses.
- Tunnel lanes do not provide standard shoulders
- Potential legal challenges.

### What's Changed Since 2003 CEVP:

- Scope: Broad Street underpass removed. Ramps at Elliott/Western added on a new separate structure between Pike Street and Elliott/Western.
- Schedule: Duration increased a year due to added complexity of building between Pike and BST under traffic.
- Cost: Increased by \$200M due to longer construction duration, high risk of contaminated soil and water, additional viaduct underpinning and complexity of building between Pike and Elliott.

### Financial Fine Print (Key Assumptions):

- Inflation escalation is to 2012, approximate midpoint of construction
- Additional federal, state, regional and local money needed to complete project.
- Project cost range includes \$35 million in past expenses, beginning 2001.

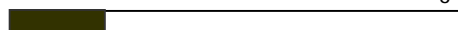
### Level of

### Project Design:

Low

Medium

High



June 1, 2004



Washington State  
Department of Transportation